

**Solutions For Consideration in Operation Safe Commerce
(Adopted from Recommendations of the Container Working Group)**

1. Identify additional data that should be collected by federal agencies on containers and their cargo to improve container security.
2. Assess the use, cost, and benefit of requiring all exporters to participate in the Customs Automated Export System (AES).
3. Assess the use, cost, and benefit of affixing a high-security bolt or physical seal confirming to or exceeding the standards of ASTM level “D” to secure a loaded International Standards Organization (ISO) container carrying imported goods to the US. This should include the use of ASTM level “D” bolt or physical seal as the container moves through US domestic shipment.
4. Assess the use, costs, and benefits of affixing a high-security bolt or physical seal conforming to or exceeding the standards of ASTM level “D” to secure a loaded International Standards Organization (ISO) container carrying exported goods from the US. This should include the use of ASTM level “D” bolt or physical seal as the container moves through US domestic shipment.
5. Assess the use, cost, and benefit of high-security electronic container seals (e-seals) with a view toward establishing a single standard by physical type and numbering. Do not limit to a single product line or manufacturer of electronic seals. Ensure that electronic seals are used and tested in an environment that approximates typical conditions that may be experienced. This should include interoperability and compatibility throughout the complete supply chain.
6. Assess the use, cost, and benefit of tracking devices, communications capabilities, intrusion detection, cargo status reporting capabilities, and other sophisticated technologies to increase container security. Do not limit to a single product line or manufacturer. Ensure that devices are used and tested in an environment that approximates typical conditions that may be experienced. This should include interoperability and compatibility throughout the complete supply chain.
7. Assess the use, costs, and benefits of recording the unique identification number from a high-security seal and the International Standards Organization (ISO) container number on the shipping manifest (or other appropriate cargo documentation) by the party loading the marine container.
8. Assess the feasibility, cost, and benefit of sealing an empty container or inspecting and certifying that a container is empty prior to loading on a conveyance. Assume that this process is the responsibility of the carrier or their trusted agents

9. Assess the use, cost, and benefit of “Non-Intrusive Inspection Technology” (NII) to screen sea containers. This technology can be attached to the container or located at key cargo transfer points. Assessment of land-based technology should include the cost of assigning space to U.S. Customs for NII.